

ON
TRACK
OFF
ROAD





450 COMMIT APPAREL

MADE WITH HIGH END MATERIALS AND CUTTING EDGE DESIGN,
THE 450 MX APPAREL IS THE MOST FUNCTIONAL AND STYLISH GEAR AROUND.



450
SERIES

RACE INSPIRED
RIDER DRIVEN

ALSO FEATURING
350 TREAD HELMET
TYRANT GOGGLE
450 BOOT



SCOTT





O MX

I see you...

MX2 World Champion Jeffrey Herlings heads over the Losail lights and up among the other stars in the desert skies. The Red Bull KTM man was a class apart at the first round of eighteen. Superfinal or no Superfinal the Dutchman put on his own show to grab a maximum 50 points in his title defence

Photo by Ray Archer



PLAY







MotoGP

Touching distance...

Marc Marquez is doing everything possible to ensure people cannot take their eyes off him for one reason or another. This fantastic photograph was taken at the last Sepang test where the Catalan was third fastest. Now onto more IRTA duties in Spain as MotoGP starts to count down the days to Qatar

Photo by Honda Pro Images/Northcott





AMA-SX

I see you II...

The Supercross series heads across the country and down to Daytona next week and the visits to Dallas and St Louis have seen some hefty spectators numbers fill the stadiums. Riders were praising the dirt in the Edward Jones Dome last Saturday and nobody feasted on the extra traction quite like the reigning champ

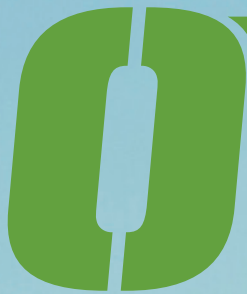
Photo by Simon Cudby



PLAY







TEST

Spirit of Adventure...

It seems you cannot head down the street these days without some sort of Adventure touring bike whizzing around. These brute performers are becoming new weapons of speed and sophistication in the motorcycling world and KTM might have 'knocked it out of the park' with their new Adventure 1190. Roland Brown seems to think so

Photo by Romero/Montero



PLAY



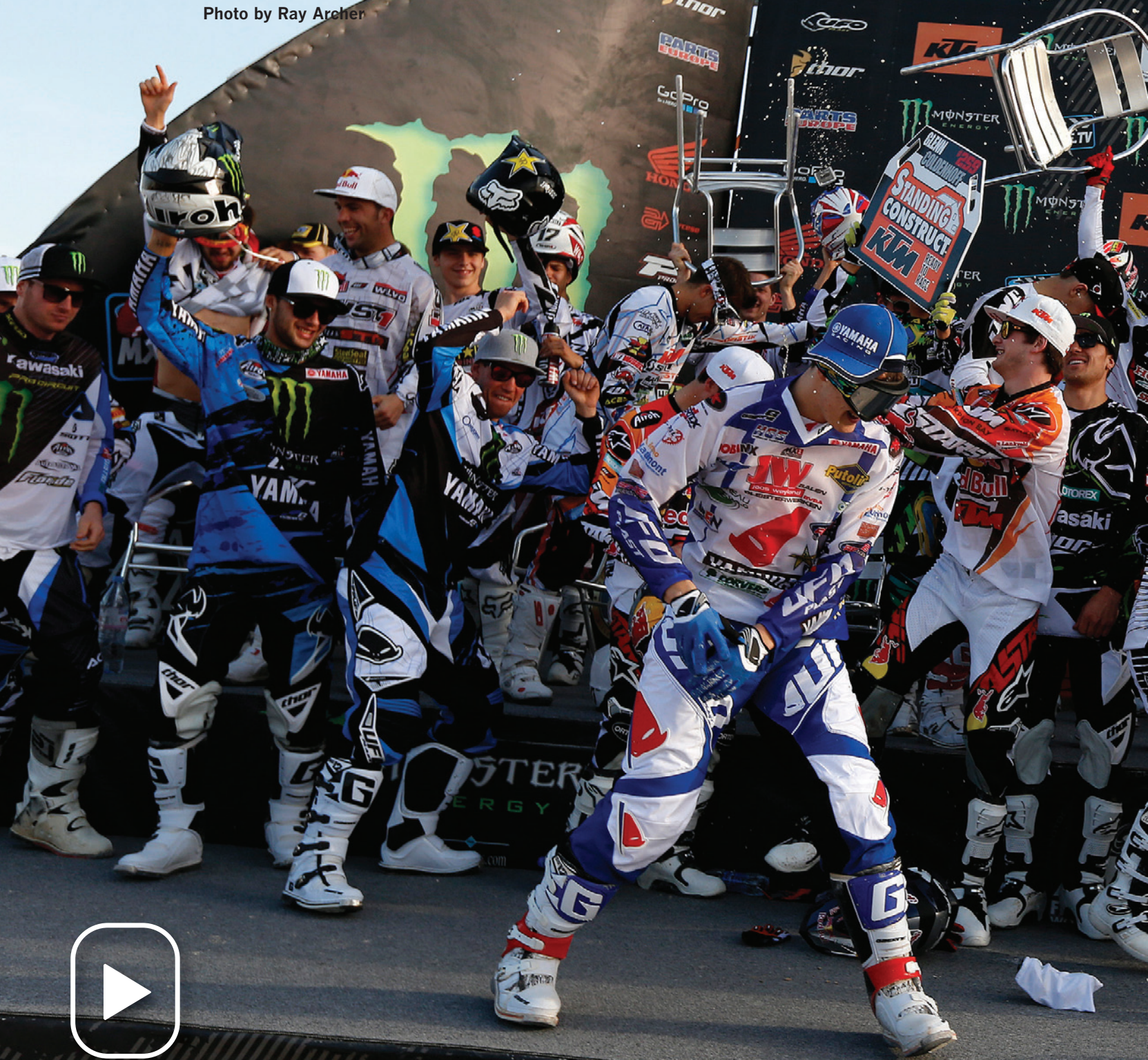




Bedlam...!

It looks like all hell has broken loose on the MXGP podium but in fact that inexplicable Harlem internet craze has indeed travelled all the way to Qatar. Click on the video icon to see Grand Prix racers acting like you've never seen them before. Just so you aren't too worried the posse was actually together for the annual group photo...

Photo by Ray Archer



PLAY

FIM MOTOCROSS WORLD CHAMPIONSHIP



GRAND PRIX OF QATAR
LOSAIL 1/2 MARCH 2013



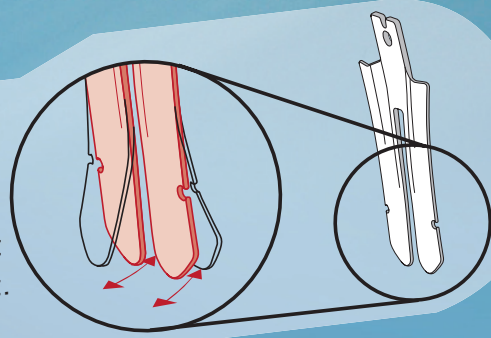
ELEVATE YOUR RIDING

MARVIN
MUSQUIN

The Leatt® GPX Pro Lite and Race are the newest inclusions in Leatt®'s neck brace arsenal. Built around Leatt® Corporation's patented Alternative Load Path Technology, these braces are CE certified as personal protection. Used and trusted by more motorcycle, ATV, bicycle and snowmobile riders and racers than any other neck braces. The world's most popular neck braces just got better!

COREFLEX

Both braces feature our new Coreflex technology. This enables the rear thoracic strut to move individually for an extra comfortable fit.



CE CERTIFIED AS PERSONAL
PROTECTIVE EQUIPMENT

GPX PRO LITE

±720g / 26oz



3WAY
ADJUSTABLE
FOR BEST FIT

CARBON
CONSTRUCTION



GPX RACE

±790g / 26oz

AVAILABLE IN:



4WAY
ADJUSTABLE
FOR BEST FIT

LHIP
LEATT HIGH IMPACT POLYMER



+27 (0) 21 557 7257 | www.leatt.com

LEATT® WORLDWIDE IS SUPPORTING THE WINGS FOR LIFE SPINAL CORD
RESEARCH FOUNDATION. WWW.WINGSFORLIFE.COM

LEATT
Engineered for Performance
© Leatt Corporation 2012



MX

GRAND PRIX OF QATAR

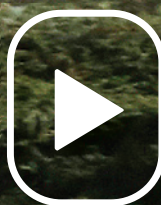
LOSAIL · MARCH 2nd · RND 1 of 18

MX1 winner: Clement Desalle, Suzuki

MX2 winner: Jeffrey Herlings, KTM

Superfinal winner: Tony Cairoli, KTM

LIGHT EM UP



PLAY

By Adam Wheeler, Photos by Ray Archer



You have to feel a little sorry for Rockstar Suzuki's Clement Desalle. The Belgian had rocketed to two decent starts and remained largely error-free all Saturday night but had nothing for world champion Tony Cairoli when it counted and ultimately took the second step of the Superfinal podium despite lifting the red plate and being declared winner of the Grand Prix after some deliberation in the halls of officialdom post-race.

Desalle himself declared the hubbub at the Superfinal rostrum 'strange' and wore a vexed look throughout the press conference. Analysis in the early hours of Sunday morning of the new three moto format drew attention away from some cracking action on the soft Qatari soil built into a quick and flowing layout.

Cairoli, fresh from dominating the Italian Championship and clearly highly motivated in the search of title number seven, was on a different level. As he proved from his atrocious start in the first moto to pass some twelve riders and reach third and then his swift dispatch of Desalle. Cairoli's team-mate Ken De Dycker was looking lithe and lean while Honda World Motocross' Evgeny Bobryshev was the personification of 'high-speed, low risk' while the new father (to little girl Eva, born six days beforehand) sported a ridiculous haircut. Kawasaki duo Gautier and Tommy Searle were the live-wires. Paulin escaping unhurt from a spectacular first moto crash in front of Cairoli and Searle clearly ready for the demands of the 450cc machine as he harried Bobryshev all the way to the last corner of the final lap of the Superfinal and almost grasped fourth spot.

Searle was the pick of the rookies in various guises. Joel Roelants expectedly took some time to find speed after needing the second half of 2012 to recover from a dislocated hip, Jeremy Van Horebeek suffered with a broken finger on the works Kawi while new Honda recruit Max Nagl had stomach cramps and was a spent force. Jonathan Barragan's return to a KTM was ineffectual while Shaun Simpson distinguished himself with pride on the TM, driving the Italian bike into the ruts for a well-deserved eighth place in the first moto.



There was no doubting the landmark that Losail represented for Grand Prix motocross. In terms of reach, feel and structure the series is heading towards a stage of significant change. Hopefully it will not pause like a rabbit caught in one of those big Musco floodlights



There was a buzz around the paddock at starting the GP season overseas and under blue skies. The set-up at Losail drew everybody together in the pit complex and the walk across the straight to the MX track provided plenty of time for analysis and reflection on how to tackle this season-opener





David Philippaerts was quick on his new Gari-boldi Honda but a crash in the first race and a heavy landing in the second that dislodged his handlebars meant a GP of adversity and a best finish of tenth. Kevin Strijbos was nothing like the injury-riddled figure of recent seasons and his rapid starts on the Suzuki means podiums will come his way.

Strijbos had the holeshot in the Superfinal and the first corner was one of the most exciting sensations I've had covering Grands Prix. The top twenty riders of each class all hell-for-leather around arguably the fastest opening turn on the calendar was breath-taking in the force of speed, sound and machinery that flashed past. If anyone had gone down it would have been utter chaos.

MX2 World Champion Jeffrey Herlings was in the thick of it. The Dutchman had been somewhat melodramatic with tweets on his knee injury coming into Qatar but was clearly not suffering too much ("after the first session I didn't have any more pain") and did little to quell the suspicion that the MX2 series will be a rout. His speed and lines couldn't be matched by anyone else in the category; or even many in MX1 as he took seventh in the Superfinal. Not even the impressive Glen Coldenhoff or stylish Romain Febvre – both also on KTMs – while Dean Ferris etched a Yamaha MX2 debut to remember and gave Australia their first podium flag for eight years. Christophe Charlier looked odds-on for a second career trophy but a crash in the Superfinal put paid to that. The Corsican's hands were ripped several layers through his efforts to move past the slower 450s at the back of the field. Qatar was all about opinions. There was plenty to chew about and I've given my two pennies worth on Losail's relevance and the Superfinal in the Blog over the following few pages. What else then? Did the lighting work properly? This was one of the most repeated questions to riders throughout the first evening on Friday and for the most part, thumbs were held aloft, although the trick was to trying to gauge the depth of bumps rather than actually see them. The Qataris brought in more lights on Saturday and there are plans to make a permanent installation with much more power and brightness in 2014.

Clement Desalle was left frustrated by a podium ceremony that rewarded the Superfinal winner rather than his status as first classified MX1 rider (and thus red plate holder). The Belgian was markedly happier with his starts and these were key in his run to a 1-2 finish







Glen Coldenhoff showed there is more to Dutch motocross than a remarkably talented teenager. The Standing Construct KTM rider has battled injury over the past eighteen months but his performance in Losail to fourth overall hinted there was plenty more to come



Tommy Searle's MX1 debut was quietly exciting. His speed and energy at the end of the Superfinal almost gained him fourth place and the confidence boost means it will not be long before the podium beckons. Britain has not seen the MX1 rostrum since 2007



Pit Beirer, Cairoli, Stefan Everts and Claudio De Carli all smiles at 222's new deal to remain in orange until 2016 when he will be 30



First race anxiety and keenness get the better of Steven Frossard, but it was the Frenchman's first GP in nine months



A stomach problem ruined Max Nagl's Honda debut



Dean Ferris' maiden podium in both his first time on the Monster Yamaha and in MX2 was one of the highlights of the GP

Romain Febvre caught the eye several times in 2012 and made an impression from the opening practice session in Qatar; a period that launches the Frenchman's first full season in GPs







CLASSIFICATION & WORLD CHAMPIONSHIP

SUPERFINAL RESULT

Riders

1	Tony Cairoli, ITA	KTM
2	Clement Desalle, BEL	Suzuki
3	Gautier Paulin, FRA	Kawasaki
4	Evgeny Bobryshev, RUS	Honda
5	Tommy Searle, GBR	Kawasaki



MX1 OVERALL RESULT

Riders

1	Clement Desalle, BEL	Suzuki
2	Tony Cairoli, ITA	KTM
3	Gautier Paulin, FRA	Kawasaki
4	Ken De Dycker, BEL	KTM
5	Evgeny Bobryshev, RUS	Honda

MX2 OVERALL RESULT

Riders

1	Jeffrey Herlings, NED	KTM
2	Dean Ferris, AUS	Yamaha
3	Romain Febvre, FRA	KTM
4	Glen Coldenhoff, NED	KTM
5	Christophe Charlier, FRA	Yamaha

MX1 WORLD CHAMPIONSHIP STANDINGS (AFTER 1 OF 18 ROUNDS)

Riders	Points
1 Clement Desalle	47
2 Tony Cairoli	45
3 Gautier Paulin	38
4 Ken De Dycker	36
5 Evgeny Bobryshev	34

MX2 WORLD CHAMPIONSHIP STANDINGS (AFTER 1 OF 18 ROUNDS)

Riders	Points
1 Jeffrey Herlings	50
2 Dean Ferris	38
3 Romain Febvre	38
4 Glen Coldenhoff	36
5 Christophe Charlier	33



READY TO RACE
» www.ktm.com



Photos: Tagliomi S. - Archer R.

HAT TRICK FOR TONY CAIROLI!! **TRICAIROLI**

Red Bull KTM's Italian factory rider Tony Cairoli takes his third consecutive MX1 World Championship title for KTM. The six-times Motocross Champion has won around half of all the races in 2012 on his KTM 350 SX-F and has taken more than 80 percent of the available points – GRANDE TONY!



KTM

MX BLOG

VERDICTS...

By Adam Wheeler



Did the first Qatar Grand Prix live up to expectations? It depends on what you wanted to draw out of this milestone world championship opener.

There were some that were always going to frown upon the notion of motocross cashing in and heading into the desert and there were others that scoffed at the idea of a Superfinal. What I can report is that the general consensus within the paddock was one of contentment at the world championship beginning in Qatar (however the teams were puffing slightly at having a month less to get ready and the average cost of a privateer team with two riders to get everything out and stay in the Middle East was around 15,000 euros). The weather, distance, timing and novelty of motocrossing at night helped to fill the vacuum where the spectators would have been. There was an indirect goal to replace genuine atmosphere with a 'racing culture shock' and it worked to a degree because we still got excited about the motos and the riders responded to the track.

The Superfinal drew mixed responses. Some were dismayed at the swallowing of the MX2 class and others at the confusion between the race winner and the Grand Prix winner. Even if the Superfinal podium celebration is kept for TV, the reestablishment of the MX1 podium ceremony will help clarification at the circuit and also in terms of media output of the event (headlines and photos and so on).

So, what do I think? I'm not against going to Qatar in the slightest, and the state of the Losail set-up was as I expected; a facility put together with healthy backing and deep pockets. I think we should go to the desert in the same way that we should also be at Namur, the sand and straights of Lierop, around the hills of Roggenburg and sitting on the ferry to the Isle of Wight. Diversity in nature, culture and geography is the true essence of what should be a world championship. If the teams can

make it happen and the event isn't a shambles (let's see what Mexico is like this year) then why defer? The sport must be on its arse to a degree in Europe for promoters to look to other continents (and yes of course they need to make money from it, there is no single company in the world that would organise racing series for a loss)...so be it.

Diversity in nature, culture & geography is the true essence of a world championship

For me the jury is still out on the Superfinal. I sympathise with the reasons for looking for something new. Motocross simply won't get the TV hours to broadcast four motos any more. Live coverage is a commercial obligation for sport in these times and Youthstream are clearly prepared to suffer the ire of purists in the hope of reaching new audiences. I don't think one Heat is the answer. How about making the podium decider from the second motos? Don't tally the points...with the first race merely allowing numeration towards the championship. Or as an Italian colleague suggested: run the first motos on Saturday to amplify a week-end programme and a single race per class on Sunday that determines the podium. It is tough to effectively squeeze motocross into a one hour TV show but two motos and two hours is already more economical than four. Maybe the Superfinal in its current guise will suffice for overseas Grands Prix, especially those in mid-to-late season when some injuries have taken hold and the entry lists aren't so healthy. If four motos is to be doomed for 2014 (and nothing stays the same, that's why we are writing 'MX1' now instead of 500cc) then what would be a good solution? Tweet me at @ontrack-offroad for your ideas.

A high-action photograph of a motocross rider, Kevin Strijbos, leaning into a turn on a dirt track. He is wearing a black and white racing suit with orange accents, a helmet with a red and white design, and gloves. His KTM motorcycle is prominently displayed, featuring the number 12 on the front fender and various sponsor logos including Red Bull and Pirelli. The background is a blurred dirt track with some orange and white markings.

ANSR

K E V I N S T R I J B O S

SYNCRON GEAR: AVAILABLE NOW

STRIJ

W E L C O M E T O T H E T E A M .



WWW.ANSWERRACING.COM

UBOS



FACTORY MIE

By Adam Wheeler, Photos by Ray Archer & Juan Pablo Acevedo www.mx1onboard.com

THANKS TO RAY ARCHER AND HIS STUDIO SET-UP IN QATAR OTOR IS ABLE TO BRING YOU THE SHINE AND THE BLING OF THE PRINCIPAL FACTORY MACHINERY IN THE 2013 FIM MOTOCROSS MX1 WORLD CHAMPIONSHIP...





MONSTER ENERGY YAMAHA

YZ450FM - STEVEN FROSSARD

MASSIMO RASPANTI, TEAM MANAGER:

"With the Yamaha Rinaldi Research and Development department we've worked on some internals in the engine but also with GET for electronics and making

a more manageable power system. The small valve on the new exhaust system is for connection with the ECU. The silencer is also shorter and more compact."





PLAY



MX1 FACTORY BIKES







HONDA WORLD MOTOCROSS CRF450R - EVGENY BOBRY SHEV

PAOLO MARTIN, TEAM OWNER:

"This is the best technology Honda can make and the big news is the frame with a different weld point on the stock that we've found is better for cornering. We have two new, smaller and quieter silencers and I think having both mufflers on the bike allows it to be better balanced compared to

just a single 3-4 kilos on one side. The objective of the whole bike is to be symmetric. Many parts are the same as 2012 but the factory Showa SFF Air shocks have a third chamber for rebound and more autonomy in the system. Nobody else has this stuff."



KAWASAKI RACING TEAM

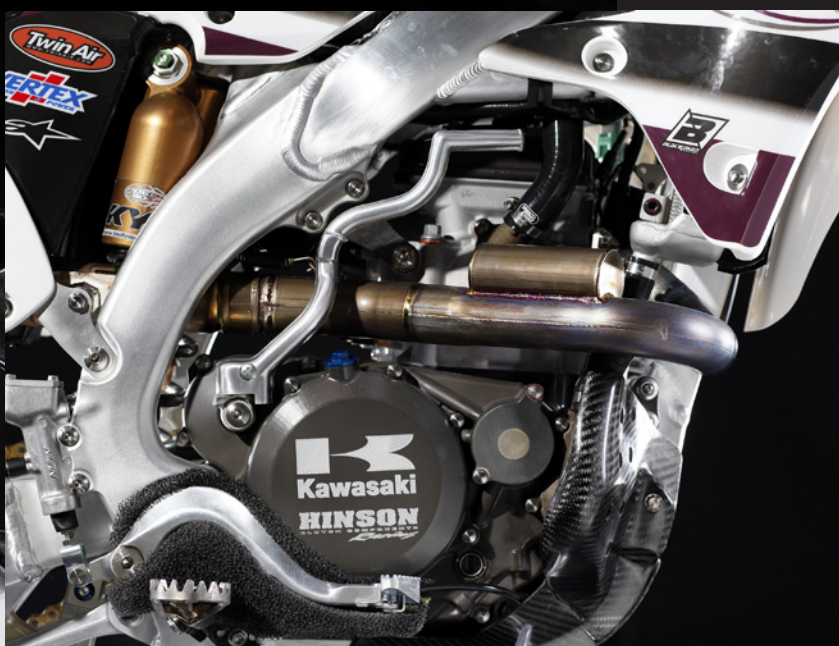
KX450F-SR - GAUTIER PAULIN

FRANCOIS LEMARIEY, TEAM MANAGER:

"We have the new KYB factory forks, 48mm, and we've been testing with the set-up throughout the winter. We had the U.S. spec in the beginning but managed to find an efficient set-up.

The main differences? Weight and efficiency. It has a special effect – like there is no spring – the fork just absorbs the landing from a jump and let's the bike keep going."







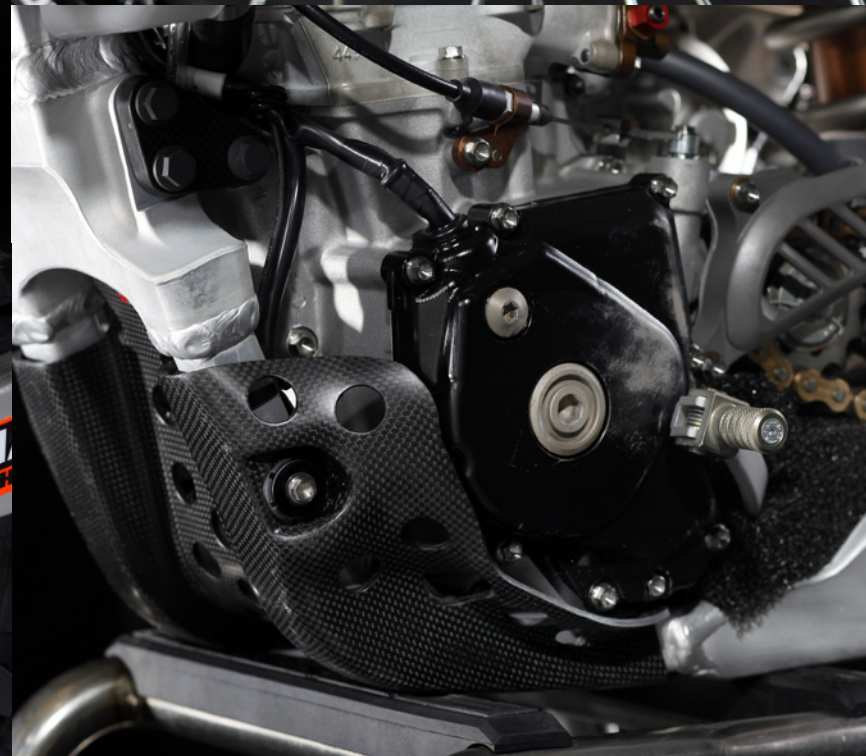
ROCKSTAR ENERGY SUZUKI WORLD MX1

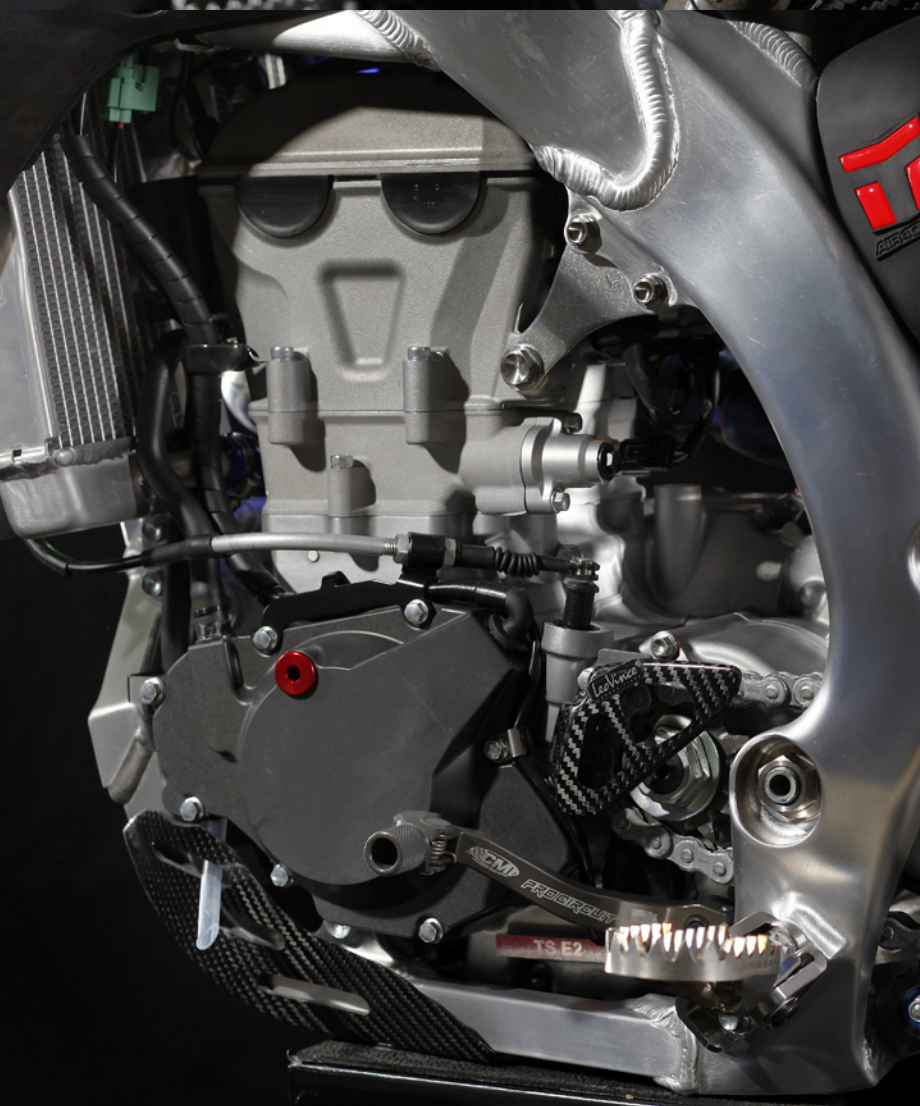
RM-Z450WS - CLEMENT DESALLE

FRANK SCHROYEN, SUSPENSION TECHNICIAN:

"One of the main differences for 2013 is a new brake caliper that is stronger and lighter. We are also using a new exhaust from Akrapovic to get those decibels

down further. The sub frame is made of carbon, so that's quite trick, and the cooling system has also been enhanced to be more efficient."





CLS MONSTER ENERGY KAWASAKI KX450-F - TOMMY SEARLE

RENE EBERT, MX1 CO-ORDINATOR:

"The clutch cover and side of the engine is made from magnesium carbon which is the same as used on the factory bikes and brings an impressive weight saving. The SFF Air forks are special and we

also have a suspension system by the Villopo makes



KAWASAKI PRO CIRCUIT

ave the Pro Circuit exhaust
n, which is the same as used
Kawasaki guys in the U.S.
oto and Weimer, so that also
our bike stand out."





TM RACING

MX 450 FI- SHAUN SIMPSON

MARCO RICCIARDI, SALES & MARKETING MANAGER:

“90% of the race bike is totally standard and that’s part of our philosophy. The rear shock and things like the triple clamp are made in-house by TM Racing and we have small innovations made by Ilario Ricci like the

titled titanium footpegs. Perhaps something different is the closed circuit water-cooling system. With more power comes more temperature and this is our solution for the 450cc engine.”



RED BULL KTM

350SX-F - TONY CAIROLI

DIRK GRUEBEL, TECHNICAL LEADER:

"Perhaps the most outstanding thing about the 350SX-F this year is that there are virtually no changes to last season's model. We are always making small tests for chassis and other components but Tony is really happy with his base setting. A few modifications have been made to the engine for the sake of power but I guess the

main difference on this race bike is the fatter profile of the seat. Tony has a bony ass and he likes the shape of the foam that way."









BIKE OF THE YEAR?

By Roland Brown, Photos by Sebas Romero and Frances Montero

THE NEW KTM 1190 ADVENTURE HAS TURNED HEADS AND ALSO TWISTED THEM WITH SOME FANTASTIC SPEED. ROLAND BROWN WAS SUITABLY IMPRESSED...

What a difference a decade makes. When KTM introduced the original 950 Adventure in 2003, it was a first twin-cylinder streetbike from an Austrian company best known for off-road competition. That initial V-twin was closely based on KTM's Dakar Rally-winning works racebike of the previous year, and was by far the most dirt-focused machine in an adventure bike class that was growing but still relatively insignificant.

Fast-forward to 2013, and some things haven't changed. KTM's new 1190 Adventure is a liquid-cooled, eight-valve V-twin, like its predecessors. And the Austrians still dominate the Dakar, Cyril Despres recently having notched up the firm's 12th consecutive win. But the adventure bike market has grown so much that KTM are not merely re-vamping the Adventure, they're shifting it significantly towards the street, where the majority of riders spend most if not all of their time. Boy, what a move.

D TEST

As KTM had no intention of abandoning their off-road heritage it meant developing two distinct models, which share new bodywork, an 1195cc engine and sophisticated electronics. This standard Adventure moves towards the street with reduced suspension travel and a 19-inch front, 17-inch rear tyre combination. The soon-to-be-released Adventure R keeps the traditional dirt bias with longer legs and traditional 21in front, 18in rear wheel diameters.

The new 75-degree, dohc liquid-cooled V-twin engine comes from the RC8 R, and keeps that sports bike's 1195cc capacity. It's comprehensively updated, with redesigned valvegear and many other new parts. A new ride-by-wire injection system features four riding modes — Rain, Street, Sport and Off-Road — plus a four-way adjustable traction control system. Street and Sport give the full output of 150bhp at 9500rpm; the other two modes provide softer delivery to a 100bhp maximum.





Chassis design retains the Adventure's traditional blend of tubular steel frame and aluminium swing-arm. Suspension is by WP and is multi-adjustable — electronically, at the press of a button, in the case of the more expensive of the two standard Adventure models.

Like most of its kind the Adventure is a tall bike, with an adjustable seat whose lower, 860mm setting will be high for smaller riders. But at least it's lean. At 230kg fully fuelled the KTM matches Ducati's Multistrada 1200 and feels notably lighter than bulkier rivals such as Honda's Crosstourer and Triumph's Tiger Explorer.



PLAY







KTM ADVENTURE 1190

Once you're under way it's very easy to ride. Not long ago, KTM's V-twins had a slightly crude feel but the Adventure is very refined. Throttle response is excellent in either Street or the more aggressive Sport mode, which gives a slightly sharper feel without being snatchy. Toggling through the modes is easy, using the buttons on the left bar, in conjunction with a clear LCD instrument panel.

The Adventure's broad spread of torque means it cruises effortlessly at speed, and pulls hard out of turns from 5000rpm or below. Revving it harder through the slick six-speed box has the bike ripping smoothly forward towards its 150mph-plus maximum. The screen does a decent job of diverting the breeze even when in its lowest position. Adjustment can't easily be made on the move but when stationary you need only a few seconds to flick the levers at each side.

Riding position can be fine-tuned by adjusting handlebars and footrests, as well as the seat, which initially seemed firm but didn't cause any aches on my relatively short ride. KTM say fuel economy is improved by 20 per cent; a realistic 45mpg would give a useful 200 miles from the enlarged, 23-litre tank. The KTM's chassis is as impressive as its engine, combining stability with wonderfully agile handling. Setting the riding mode to Sport automatically puts damping on Hard, firming up the suspension to good effect. On twisty mountain roads the Adventure felt like a sharp-steering sportster, not an adventure bike. Continental's TrailAttack 2 tyres grip very well for dual-purpose rubber, and also handled a brief off-road excursion with admirable ease given their relatively smooth look. The ABS-equipped radial Brembo front calipers, which are backed up by the rear disc when the handlebar lever is squeezed, give fierce yet controllable stopping.



TEST

“The Adventure is a brilliantly quick and versatile roadster that retains some off-road ability...”

KTM ADVENTURE 1190





TEST

KTM ADVENTURE 1190





This Adventure might have slightly less suspension travel than its predecessor but in Off-Road mode — which gives soft power delivery to a 100bhp maximum, reduces traction control to allow some sliding, and adjusts front wheel ABS while disabling it at the rear — the bike upheld its manufacturer's reputation on the dirt. The motorcycle should be tough too, notably its KTM-developed wire-spoked wheels.

Genuine adventurers can choose from accessories including aluminium panniers and top-box, taller screen, heated grips and an electrical socket. Off-road parts such as crash-bars and an aluminium bash-plate are available, too. Serious explorers will presumably opt for the Adventure R, which looks set to maintain KTM's reputation for off-road performance.

But it's this standard model that is likely to attract most of the new breed of adventure bike riders. The 1190 enhances the Adventure's traditional attributes of punchy V-twin performance and agile handling, and adds refinement and comfort. The result is a brilliantly quick and versatile roadster that retains some off-road ability. Ten years after its arrival, the Adventure has really come of age.







TESTED

The Adventure launch gave a chance to test some of Scott's latest enduro gear. The **Turn TP jacket** and **Cargo TP pants** are designed to be flexible to suit a wide variety of conditions. I was impressed at how well the jacket kept out the cold morning breeze. The quickly removable lining meant it wasn't too hot when the sun came out.

The Turn has plenty of pockets, either zipped or with easily used Velcro closures like the cuffs. The jacket has armour in shoulders and elbows, and the pants have knee protection. There's no back or hip protection, so I wore an armoured under-suit. The polyester fabric seems strong and well up to withstanding most off-road spills.





TESTER

**PICTORIAL FROM THE SECOND MotoGP TEST IN THE HEAT
OF SEPANG. JUST ONE MONTH TO GO...**

Photos by Milagro/Monster Energy, Ducati Corse Press, Honda Pro images



"Glad to be back?"
"Hell yeah!"



Pedrosa shared top times with Lorenzo





Cal Crutchlow was fourth fastest...again



Elbow sparks from Bradl who knows the time has come to make an impression in MotoGP. His rookie year is in the history books and the young German (who was seventh quickest in Sepang) will have the next batch of riders from Moto2 looking for quality saddles in 2015



Sepang clouds brought disruption once more. Marquez also wore-in his leathers on the way to being third fastest:
“On the initial laps I didn’t feel completely comfortable with the front end and had a small crash at the hairpin when I was forcing it a bit too much. In the final hour we set the bike up the way we had been fastest at this test, and I think that we got a good time again with it.”

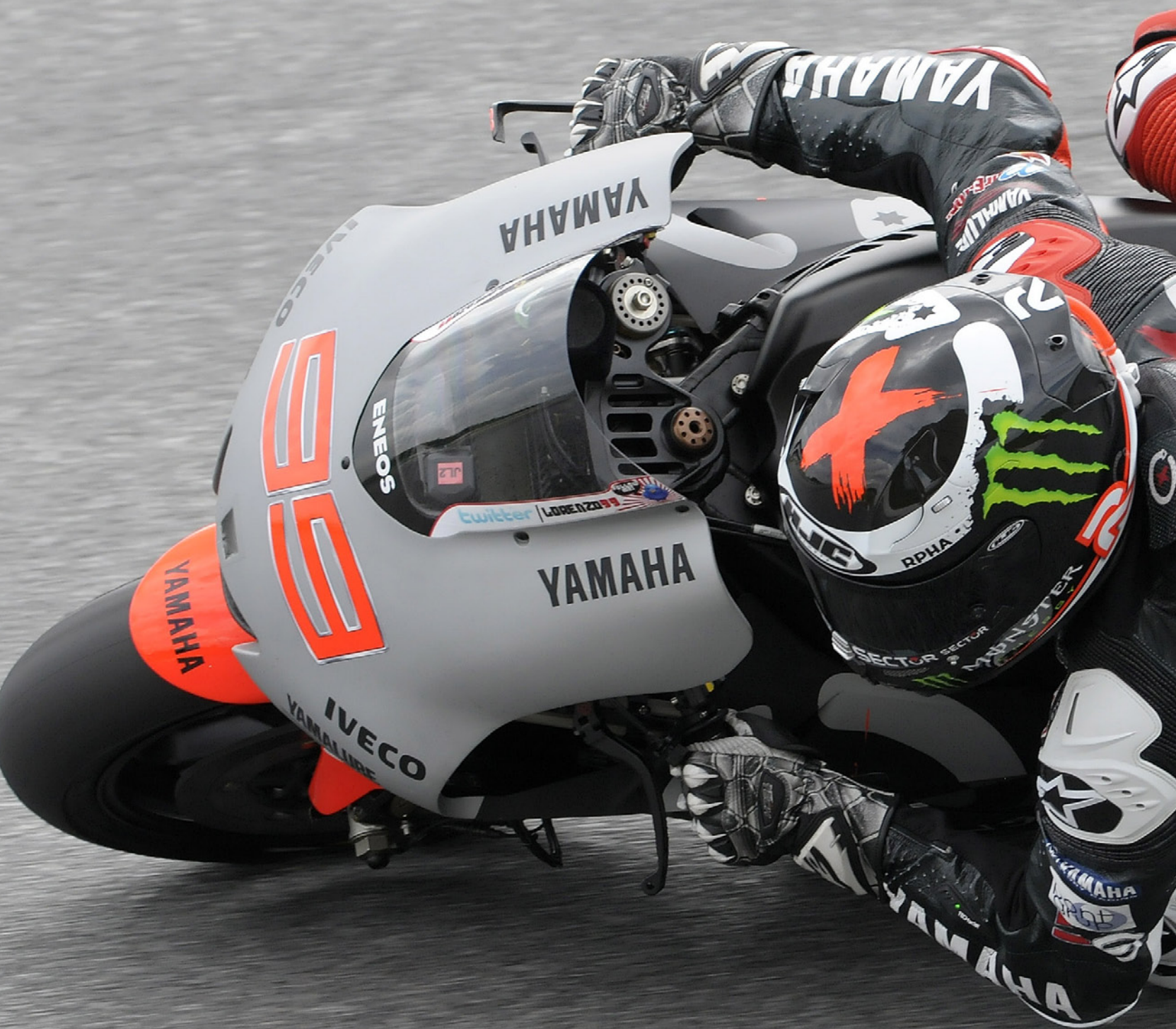


Dovi pounds the asphalt on what was a better test for the Ducati crew: **"We tried some rather radical changes to the setup and were able to understand something about the way for the future."**

MotoGP: SEPANG 2



When he wasn't leading the timing screens Lorenzo found time to become an ambassador for Porsche. The lad needs to go quickly: ***"We made a complete simulation, it was a little worse than I expected because we had some problems with the front tyre in braking; it didn't give me much confidence so I slowed my pace a little."***





Another top ten slot for Bradley Smith who has taken to the M1 extremely quickly: ***"I still don't believe that we have a base setting for me to ride but at least we have a direction of which way I prefer. Luckily for us it is towards the way Andrea Dovizioso went last year and that's positive because we have got a whole load of data and experience."***





READY TO RACE
»www.ktm.com

READY FOR MY NEW ADVENTURE



Pack the limousine and head off on a relaxed trip.
Accelerate the sports car dynamically out of the corners.
Pilot the SUV along dirt tracks and across wild streams.
For this you need three cars or just one motorcycle – the new
KTM 1190 ADVENTURE! Fully specced with high-tech equipment
for all your adventures – no matter where in the world!

STANDARD EQUIPMENT:

150 HP (110 kW)/230 KG INCL. 23 LITRES OF FUEL

C-ABS/TRACTION CONTROL WITH 4 MODES + OFF

15,000 KM SERVICE INTERVALS

COMPREHENSIVE TECHNOLOGY AND
SAFETY PACKAGES

YOU CAN FIND ALL THE FEATURES AT
WWW.KTM.COM

THE NEW KTM 1190 ADVENTURE

KTM POWERPARTS

KTM POWERWEAR

KTM ORIGINAL SPARE PARTS

KTM RIDE ORANGE

KTM FINANCE



facebook.ktm.com

24 HOURS
EMERGENCY SERVICE

MOTOREX
KTM Group Partner

W.P.

Do not imitate the riding scenes shown, wear protective clothing and observe the traffic regulations! The illustrated vehicles may vary in minor details from the series model and some show optional equipment at additional cost.

Photos: R. Schedl, H. Mitterbauer

www.ktm.com

ARE YOU WATCHING?

By Gavin Emmett



The motorsport media landscape has been undergoing rapid transformation over recent years (hence you're reading OTOR), but in particular it has been a time of change as regards how you get your regular MotoGP viewing fix.

Of course, personally I hope many of you watch the races on the official website, seeing as that's where I ply my own trade most often, but a majority of MotoGP viewers will no doubt be tuning in to their regular channel to catch the first of the action come April. You may not know it however, but behind the scenes this is a key year for many of the big players in the MotoGP TV market.

Whereas cable and multichannel TV has been part of the culture for many years in North America (where coverage is set to continue on Speed TV pending their mooted rebranding exercise), the digital terrestrial television revolution has radically altered the panorama for sports broadcasting across much of Europe. Where free-to-air broadcasters could once rely on a guaranteed captive national audience, nowadays the casual spectator has much more choice over what he or she wants to watch and when. And that's not to mention the rise and rise of the internet...Although TV figures are still growing worldwide, this changing environment makes it much harder for rights-holders Dorna to sell the sport into the main TV stations. It must be remembered that for many countries MotoGP is a minority sport compared to the likes of football.

That has led to speculation that there will no longer be free-to-air broadcasting for MotoGP in France this year, as recent reports suggest NT1 may not renew their rolling contract (Eurosport

will continue to show it however). In Italy there will be an intriguing switch of broadcaster from 2014, when MotoGP moves from Mediaset to satellite provider Sky, although the free-to-air network has already secured World Superbike as a handy replacement, and Sky are set to broadcast several key races during the year as 'free'.

The UK contract is up for grabs at the end of this season, with the BBC keen to hang on to one of its key sports properties, but other networks both terrestrial and satellite are reportedly interested. And while Spain has two World Champions and a long-term TV contract in place, the second season of MotoGP on the T5 network will be missing two of the main names of its programme, with both Lara Alvarez and Marco Rocha set to be absent this year. Whilst the German fan has good network coverage with Sport1, across its western border the Dutch are only too aware of what can happen when the money isn't there to buy the rights, after having been left without a national broadcaster in 2012.

The purchase of WSBK by Dorna muddies the waters even further and 2013 will undoubtedly be a crucial time. TV-rights sales is one of the big MotoGP money-earners and of course a large part of that pot is fed back to teams. Indirectly it also affects sponsors too, the more people that view the races, sponsors are offered more exposure and are willing to pay more to be involved.

I'm looking forward to being part of the MotoGP broadcasts once again, while I am also thankful that I won't be involved in the negotiations that aim to make sure it stays on your TV screen!



SCHOOLS IN AGAIN

RICKY CARMICHAEL'S RCU IS COMING BACK TO EUROPE AND THE UK THIS SUMMER. DON'T MISS OUT ON THE MOST EXCLUSIVE MX SCHOOL THERE IS...

Around 80 people received some friendly and expert tuition from the 'scholars' of the Ricky Carmichael University at the Fatcat circuit in Doncaster, UK last summer. The presence of RC along with Jeff Emig, Tommy Searle, Jamie Dobb and Jeff Stanton meant some unparalleled wisdom was being imparted on riders from juniors up to expert level and personalities like Bradley Smith.

OTOR went along to the first edition and it was clear that the chance just to be near arguably the greatest motocrosser the sport has seen was enough of a draw, and the personable Carmichael treated each student with the kind of personal attention he wasn't renowned for during his hectic riding days. Photos, a Q+A session, classes, a slap-up feed and rare English sunshine made for a memorable event so there is little surprise the RCU is rolling back.





RCU 2013



“I love to bring RCU over expose it to the kids here in Europe. We won’t do it if we cannot do it right and it needs to be events like this...” RC at Fatcat 2012

GETTING INTO RCU

RCU is coming to Fatcat on **July 11th and 12th** this summer. The fixtures are on Thursday and Friday before a British Youth MX meet and also the Grand Prix of Finland which means Tommy Searle might only be able to participate on the first day. The official website of the school is: **www.rickycarmichaeluniversity.com**

Limited places for RCU can be reserved by emailing: **rcueurope@rickycarmichael.com**









ride100percent.com
@ride100percent





AMA-SX

ST LOUIS

EDWARDS JONES DOME · FEB 16th · Rnd 9 of

450SX winner: Ryan Villopoto, Kawasaki

250SX winner: Wil Hahn, Honda



GETTING TIGHT

By Steve Matthes, Photos by Simon Cudby



PLAY







When James Stewart took the cross flags at St Louis indicating that it was halfway through the main event, we were also literally halfway through the seventeen-race Monster Energy Supercross schedule. Eight and a half races were by the wayside with eight and a half more coming. And what a way to ring in the second half of the series, a four man battle for the lead that ended in some controversy and our two-time champion gaining a big ten points on standings leader Davi Millsaps. Here are some notes and other tidbits from a series that's getting great.

Ryan Villopoto's win in St Louis wasn't without controversy as he was docked once for passing under a red cross flag (he doubled the triple and passed Mike Alessi) and moved back three spots when there was a single-file restart for Kyle Chisholm's ugly crash. RV was up to third and immediately put back to sixth for the re-start. No matter, he ripped through the field yet again and after a brief battle with James Stewart, he took off for an impressive win. After the race there was plenty of talk about Villopoto's pass on Stewart in the Main as he once again skirted the rules in regards to overtaking but upon inspection of the film, it was determined that while Villopoto made up time on Stewart, his pass didn't come until the yellow flags were out and he was past the downed rider (Bobby Kiniry) so the win was upheld.

And honestly, it wouldn't have mattered all that much anyway, Villopoto was on another level in St Louis and the most the AMA could've done was deduct some seconds off his time (based on past precedent) and he did win by a healthy four second margin. The dirt in St Louis is perhaps the best of the series and it rewarded Villopoto who loves to 'grab a handful' and needs the traction to be at his best. Ryan Villopoto's St Louis Supercross win was the very definition of dominant. And with it, he got closer to the red plate as well.



PLAY

James Stewart rode pretty well to get a second, you can't take anything away from the number 7 as it wasn't a case of him doing anything poorly in allowing Villopoto to catch and pass him. And James admitted that after the race. He gave props - how painful it must have been - to the champion because honestly, how could you not? Last week on the Pulpmx Show Stewart said that his knee is coming around, he's going to need surgery on it after his career but as of right now, he's planning on riding the entire American outdoor series. He gets a lot of flak for some things he does on and off the track but having James Stewart around at the races makes them better, there's no doubt about that. He's got no chance of winning this supercross title but with a first and a second the last two weeks, he's indicated that he's back (or very close to) to being James Stewart we all remember.

Chad Reed has been waiting for a good track with good dirt for a while as the Aussie rider has been struggling with his bike and the terrain for a few weeks. In St Louis he rode great to get his second podium of the year and hold off Ryan Dungey for the last five laps. Reed has gone back to his old spring fork for the last two races and while Atlanta didn't go well, this weekend did. And this weekend coming up is Daytona where he's always been pretty good. Maybe the Two-two is just warming up?

There have been much made in the pits among the racers about the tracks this year. Simply put, the dirt's been terrible at most of them and the layouts have been less than exciting. This leads to instead of a holeshot being 90% of the race into something like 98%. Up until this weekend in St Louis, six of the eight riders that have holeshot the main events have ridden away for the win. Overtaking has been lacking to say the least.





MONSTER
ENERGY
AMA
SUPERCROSS

Championship



UNITED STATES OF AMERICA'S

PARTS
UNLIMITED

thor.

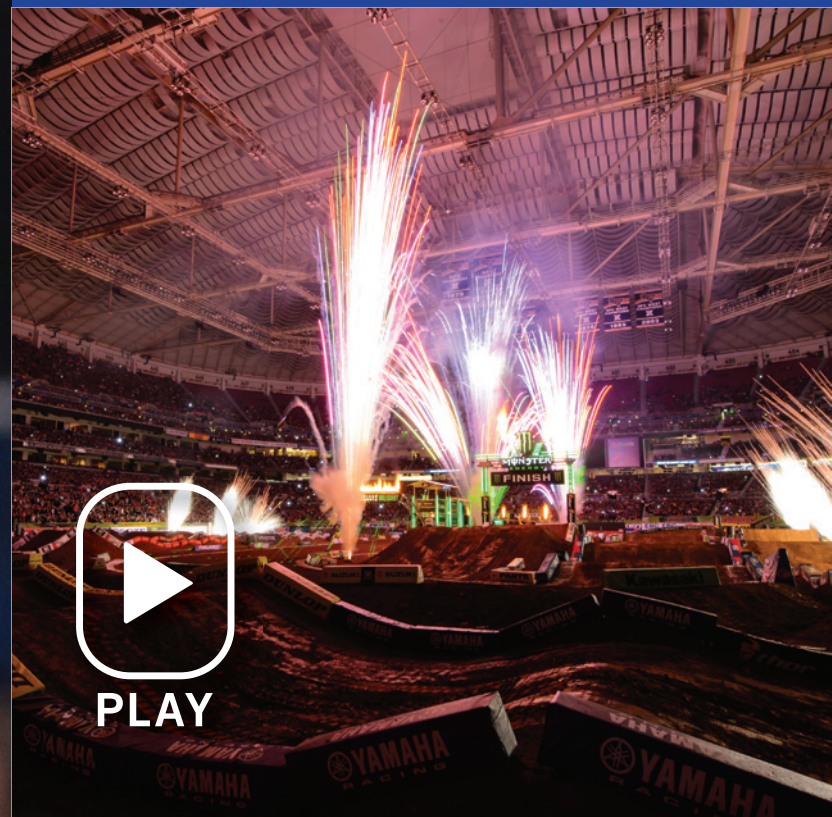




Justin Barcia

The track designers/promoters do not want to see a repeat of last year where the field was decimated with injuries and have simplified the designs. There hasn't been anything to separate the racers and it hasn't made anyone that pumped on getting out there. Stewart and Reed have been a couple of the more outspoken riders wondering publicly what was going on. In St Louis, the whoops were tough until they were rolled basically flat for the night show and made for everyone just going wide open in them. Stay tuned as we go forward to see if the criticisms cause anything to change as the series winds down.

There's no doubt that the Honda factory team has two of the brightest and up and coming stars in the sport in Trey Canard and Justin Barcia but like teenagers growing into men, there is some growing pains that the two riders and team are going through. Barcia won Phoenix and crashed out of the next two races. Canard looked like a sure podium guy-even race winner- but has struggled in the last month or so. It's just a combination of a rookie in the 450's (Barcia) and a rider that is coming off an entire missed season (Canard). Both will do better as the years go on but right now, they are missing that certain 'something' that makes a rider a factor week in and week out.



PLAY



PLAY





Geico Honda have reason to be cheerful with Hahn hitting a new career peak and Eli Tomac itching to show what he's got for the 450 class.



Wilson (in practice) trying to work out where the threat is coming from and suddenly Pro Circuit's Supercross chances are not looking as sure-fire as they did several weeks ago. Can the Scot pull it together?



Villopoto knows it's all about the points. St Louis was a big moment in his chase of Millsaps (opposite picture) and clicked his title defence into second gear



Blake Wharton a Rockstar? Oh yes...





AMA-SX CLASSIFICATION & CHAMPIONSHIP

AMA 450SX RESULT

Riders

1	Ryan Villopoto, USA	Kawasaki
2	James Stewart, USA	Suzuki
3	Chad Reed, AUS	Honda
4	Ryan Dungey, USA	KTM
5	Justin Barcia, USA	Honda

AMA 450SX STANDINGS (AFTER 9 OF 17 ROUNDS)

Riders	Points
1 Davi Millsaps	189
2 Ryan Villopoto	177
3 Ryan Dungey	166
4 Trey Canard	148
5 Chad Reed	147

AMA 250SX WEST RESULT

Riders

1	Wil Hahn, USA	Honda
2	Dean Wilson, GBR	Kawasaki
3	Blake Wharton, USA	Suzuki
4	Marvin Musquin, FRA	KTM
5	Jeremy Martin, USA	Yamaha

AMA 250SX EAST STANDINGS (AFTER 3 OF 9 ROUNDS)

Riders	Points
1 Wil Hahn	70
2 Dean Wilson	69
3 Blake Wharton	60
4 Marvin Musquin	53
5 Vincent Friesse	39

UNEXPECTED CHALLENGES...

By Steve Matthes

The 250 east series kicked off in Dallas with perhaps one of the least experienced fields in recent memory.

With injuries to four major riders, it was left to Monster Pro Circuit's Dean Wilson and Rockstar Racing's Blake Wharton as the only two who had been able to win a 250SX in their careers.

And most of us 'experts' figured that this contest was Wilson's to lose. After all he's been so close before and has so many more wins than every other rider...why wouldn't he be the guy?

Well, we're three races down and Wilson has won but he sits second in the series behind GEICO Honda's Wil Hahn who has reeled off two straight impressive successes. The absolute worst thing that Wilson could have done for his title hopes was give either Hahn or Red Bull KTM's Marvin Musquin a sliver of confidence that they can actually slay the dragon.

But that's what has happened, as in St Louis Hahn was caught by Wilson but fended off one pass attempt for the lead and then pulled away a bit in the end for the win and series points lead.

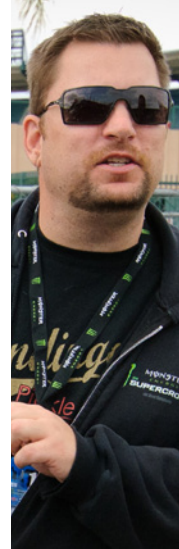
Yeah, Wilson had better lap times and came from around tenth to second but none of that matters, Hahn's got the confidence that he can run with, and beat, the Kawasaki man now. Hahn's never won a race before this year but now he's got two in a row, the points lead and he's dangerous. Wilson cannot start questioning himself, he's got to work on starts and getting off the gate quicker than he's been doing. This title was supposed to be much easier than it's shaping up to be for Dean but that's a good thing for all of us.

It's going to be a battle all the way to the wire between Wilson and Hahn and I believe that Musquin will get a win in there as well if he can figure out his starts. The Frenchman's opening laps have done him-in three weeks in a row.

Most of us 'experts' figured that the East Coast was Wilson's to lose

In talking to Hahn, a favourite in the pits for many of the media for his honesty and candour, he now fully realizes that he can indeed fend with Wilson. The mentality for him, he says, is to not look at the championship and to take it one day at a time which is easy to say and hard to do.

But for Wilson, he's got to be wondering why, in his third year of being the main contender it's this damn hard.



SCOTT

Scott's 2013 jacket range has the **Distinct 1 GT** as centrepiece. We've already been riding with the Distinct gloves and can vouch for their effectiveness in keeping out the cold so the jacket – for street users – must be a winner. It's waterproof and windproof and has a three layer Goretex structure meaning it insulates but doesn't leave you sweating away.

Scott stress the light weight of the jacket and also the styling which is something a little different compared to the usual fare in apparel stores.

Scott's trail riding baggage goods include this **Hip Belt Race Day** with three main pockets and non-slip Velcro. For larger items and liquid the **Hydro Pack** stores 12L for a full days riding and weighs less than half a kilo empty. Lastly the **Duffle bag** has padded compartments for helmet and boots and boasts skateboard wheels and a telescopic handle









ALPINESTARS

Alpinestars have four new offerings when it comes to their new 2013 denim line and here are the two models at the top and bottom of the range.

The **Hellcast** is featured on the top row and comes with Kevlar reinforcement panels on the hip, seat, leg and knee areas and basically this main difference over the **Outcast** on the bottom. There are zips and Velcro fasteners on the Hellcast to allow fit over or in boots and the Velco protects bike paintwork. One nice idea on both pants is the stretchy front pocket that means reaching for something while wearing gloves is easier. Both jeans have a higher profile on the back that covers more of you when in a crouched riding position. 'AS' insist there is more demand for this type of product now and have actually brought fashion designers into their team to give the pants more of that urban high street look





BACKPAGE

2013 Monster Energy SX girls
By Simon Cudby



PLAY



'On-track Off-road' is a free, bi-weekly publication for the screen focused on bringing the latest perspectives on events, blogs and some of the very finest photography from the three worlds of the FIM Motocross World Championship, the AMA Motocross and Supercross series' and MotoGP. 'On-track Off-road' will be published online at www.ontrackoffroad.com every other Tuesday. To receive an email notification that a new issue available with a brief description of each edition's contents simply enter an address in the box provided on the homepage. All email addresses will be kept strictly confidential and only used for purposes connected with OTOR.

Adam Wheeler Editor and FIM MXGP correspondent

Ray Archer Photographer

Steve Matthes AMA MX and SX correspondent

Simon Cudby Photographer

Steve Cox Photo-journalist

Matthew Roberts Television Presenter and MotoGP correspondent

Gavin Emmett TV commentator/Presenter and MotoGP correspondent

Núria Garcia & Tactilestudio Design

Gabi Álvarez Web developer

PHOTO CREDITS

Ray Archer, Simon Cudby, Juan Pablo Acevedo, Honda Pro Images, Milagro/Monster Energy, Romero/Montero,

Cover shot: Tony Cairoli under the Qatar lights

This publication took a lot of time and effort to put together so please respect it! Nothing in this publication can be reproduced in whole or part without the written permission of the editorial team. For more information please visit www.ontrackoffroad.com and click 'Contact us'.